



THE ASTORIA STEAMSHIP AND TRANSPORTATION CO.

Citizens' Meeting Yesterday Results in Adoption of Initial Procedure.

MR. GARLAND SUBMITS FORMAL STATEMENT

Plans of Operations Comprehends Major Part of Coming Year—Discussion Ample and Searching—Committee Appointed to Confer With New York Representative.

PROPOSITION ACCEPTED ON THE PART OF ASTORIA

CONFERENCE TODAY WILL OPEN UP AVENUES LEADING TO DEFINITE PROSECUTION OF THE WORK—NOW STRICTLY UP TO ASTORIA TO SECURE IMMENSE BENEFITS AND EVERY INDICATION POINTS TO REALIZATION OF HER BEST COMMERCIAL AMBITION.

STATEMENT.

If the people of Astoria desire it, THE ASTORIA STEAMSHIP & TRANSPORTATION COMPANY will be organized under the constitution and laws of Oregon, during the months of December, 1907, or January, 1908, with a capital stock of five million dollars (\$5,000,000), and it will issue two million five hundred thousand dollars (\$2,500,000) as twenty-five (25) year, six (6) per cent gold mortgage bonds, covering all of its franchises and property.

The specific object of the organization will be to place as early a date as possible, three modern vessels of one thousand (1000) tons each in service between Astoria to Catalina and Valdez and other points in Alaska, for both passenger and freight service, making trips at regular schedule intervals, thus opening up a reliable and direct service for the merchants of Astoria for the Alaskan trade. The freight charges will be as low as is consistent with conservative business management of the enterprise, the desire being to extend the trade between Astoria and Alaska. These vessels will be of modern type, with first-class passenger service and expected to be in charter by April, 1908. There will also be steamships of modern type of about five thousand (5000) ton capacity each, placed in service between Astoria and the Orient and other vessels between Astoria and other American ports, as rapidly as they may be obtainable and the trade will justify. Steamboats will also be operated on the Columbia River with Astoria as base of operations and the general offices of the corporation maintained in Astoria.

After these three vessels are in service, the company will place in direct service to the Orient from Astoria a line of first-class steamers for both passenger and freight and this will also be run on regular schedule time commencing during 1908.

It is the intent of this corporation to have its vessels, both in equipment and management, up to all requirements of first-class modern accommodation and to be punctual in the dates of clearance and arrival at schedule ports. Such vessels and service will be of immense benefit to the City of Astoria and to all of Oregon and the Great Inland Empire, and it is deserving of the moral and financial support of all citizens of Oregon, and especially of the business men of Astoria.

The contemplated vessels, docks and landings of this corporation, it is estimated will cost in the vicinity of eight million dollars (\$8,000,000), including necessary working capital.

The corporation will have a Board of Directors of twenty-five (25) shareholders, and its principal office will be in the City of Astoria, Oregon.

PROPOSITION.

It is not deemed necessary to make an argument of the needs of Astoria for such steamship lines. The necessity is too obvious, and it is thoroughly recognized that all argument would be superfluous. It has been repeatedly stated through the public press that the business men of Astoria would heartily and financially assist such an enterprise to the extent even of cash donations. The syndicate controlling the present enterprise, of which I am president, does not seek or desire donations, but it offers the opportunity to the men of Astoria to become actively identified with this enterprise by subscribing and paying for five hundred thousand dollars (\$500,000) of the proposed bond issue at par (receiving one hundred and twenty-five thousand dollars (\$125,000) of the capital stock of the corporation as a bonus. The payment for these five hundred thousand dollars (\$500,000) of bonds can be made twenty (20) per cent on or before February 1, 1908, to The First National Bank, The Astoria National Bank, The Astoria Savings Bank, or Scandinavian-American Savings Bank (Trustees), and ten (10) per cent each month thereafter for eight (8) consecutive months, and the cash be paid over to the above-named banks of Astoria, Oregon, to be held by them as Trustees and as much as has been paid to them deliverable to the order of the ASTORIA STEAMSHIP & TRANSPORTATION COMPANY when the three ships are in full service between Astoria and Alaska, and when the bonds and stock in accordance with the subscription have been deposited with the respective banks, and the balance as the payments are made; and if from any cause whatsoever said Steamship Company should not place said three vessels in such service within twelve (12) months from the date hereof, then said banks aforesaid (Trustees) shall re-deliver all of said funds paid into it as purchase of these five hundred thousand dollars of bonds, back to the individual subscribers without any charge against said individual subscribers or against said five hundred thousand dollars (\$500,000), the Steamship Company paying all charges of the Trustees. On payment for these five hundred thousand dollars (\$500,000) of bonds the subscribers thereto may select five (5) of their number who shall be placed on the Board of Directors of the ASTORIA STEAMSHIP & TRANSPORTATION COMPANY, and thus

the men in Astoria putting money into this enterprise will know by the management of the corporation in which they participate that it will be for the benefit of the shippers from Astoria, as well as for the stockholders. As a subsidiary proposition to the Steamship Company, a trading company will be created to buy coal and other products in Alaska and elsewhere to insure tonnage for the vessels. Dated, Astoria, Dec. 17, 1907.

WM. H. GARLAND.

BOND SUBSCRIPTIONS.

After reading the foregoing, we, the undersigned, hereby subscribe at par for the number of Bonds of the proposed bond issue as here set against our names in our individual handwritings and agree to and bind ourselves to pay for same, twenty (20) per cent on or before February 1, 1908, to the First National Bank, The Astoria National Bank, The Astoria Savings Bank, or Scandinavian-American Savings Bank (Trustees) and balance ten (10) per cent a month for eight (8) consecutive months; [one (1) share of stock is to be delivered with each four hundred dollars (\$400) of Bonds.]

The foregoing is the full text of the proposition submitted by Mr. Wm. H. Garland, of New York, to the citizens of Astoria, at the meeting held in the Chamber of Commerce rooms on the night of Tuesday, and proclaimed at the adjourned session held at the same place yesterday afternoon, in the presence of 40 of the leading people of Astoria.

Samuel Elmore moved that "a committee of three, consisting of a banker, a lawyer and a business man, be appointed by the chairman, to confer with Mr. Garland as to the best means of procedure in the matter under discussion"; and this was duly seconded and carried with a snap that forecasted the outcome of the session. Chairman Whyte at once named Mr. Elmore as chairman of the committee, despite that gentleman's protest; and later named Messrs. E. Z. Ferguson and G. C. Fulton, as his colleagues in the premise defined by the motion.

Mr. Garland backed his proposition with a straightforward talk in which he said, in part: That his colleagues had not as yet selected the port for the base of their operations, but that he, as their representative, deemed Astoria a good, and essential point for the initiation of the enterprise; he wanted to know that the community wanted the project; he wanted a welcome and no antagonism; he was asking no donations. He and his people have their own money and want no one else (that he, himself, owns double the sum that the Astorians are asked to subscribe to the company's first mortgage, 6 per cent bonds); that he nor those he represented, could afford, nor would offer to any community, anything but what was absolutely honest and square; that the contract would, in all probability, be completed before a dollar of Astoria money is ever touched; he did not know how the matter could be made plainer or simpler, or freer from suspicion or distrust, than he had presented it.

He said that the gross amount of money to be invested here by the company would be infinitely more than was asked from this people as an expression of their faith and confidence, and that the latter was of more real value to the projectors than the money to be put in bonds by the people of Astoria; that the company would put from six to eight millions in the enterprise as against the sum sought here; that the position this city occupied at the mouth of the Columbia River, was the chief asset held by Astoria in all the great premise.

He enumerated the lines of investment to be made by the company at this port, in the event of the proposition going through, such as elevators, warehouse, storage facilities, docks, etc., and he showed that the correlative investments that would follow, and the access of population and the fame of port abroad, would compensate immensely, in addition to the huge benefits conferred by such a commercial departure as contemplated; that he was not receiving one cent for his work and interest in the affair at this time; that on the contrary he personally expected to put a million of dollars into the scheme and had the money ready at any time; that he was here for business, and wanted business, and that if he cannot get it he wanted to know that also; that he had made no propositions to any other port in this behalf, because he and his colleagues deemed this city and harbor desirable, approved them and wanted them as the American terminus of the business. That he and the men he stood for owned and commanded from six to twenty-two millions of money, and that 30 days before the close of the Astoria negotiations, the company would have broached the venture in practical shape and with definite purpose to an extent far beyond the sum of local interest here.

Mr. Garland spoke as a man of affairs and left no ambiguities to worry over; what he said was in the most unmistakable terms and he said it all with sheer business purpose and nothing else; he did pretend to anything, nor did he permit a shadow of misconception to hover over any point of his statement. It was such a talk as has not been made in this city for long years, if ever before.

At the conclusion of his remarks G. C. Fulton arose and submitted the following resolution, which was adopted without dissent by the assemblage:

"RESOLVED. That the committee of three, to be named by the chairman of this meeting, be advised that this body formally accepts the written proposition submitted by Mr. Wm. H. Garland; and that we pledge ourselves and our utmost endeavors to get this money at the earliest opportunity; and that said committee be given full power and authority to act, and carry out the sentiments herein expressed; and that said committee be requested to meet and confer with Mr. Garland immediately, and report the result of their deliberations to the adjourned session of this body, to be held at 1:30 o'clock tomorrow afternoon at this place."

Frank L. Parker seconded this resolution and it passed with a whirl; whereupon adjournment was taken to the hour named.

BRADLEY EXPLOSION AT THE PETTIBONE TRIAL

BOISE, Idaho, Dec. 18.—Today's proceedings in the Pettibone trial were given over almost entirely to presenting evidence on the explosion at the residence of Fred Bradley at San Francisco a portion of this testimony being made from records of the Haywood case, according to the stipulation entered into between the attorneys for the state and the defense. Clarence Darrow was unable to attend the trial today but it was agreed the defense would conclude its examination of Orchard tomorrow without him. Senator Borah stated that the state would probably conclude its direct evidence tomorrow, and an adjournment will probably be taken until Monday as Wilson announced Darrow was the only attorney prepared to make an opening statement for the defense. The chief witness of the afternoon was L. J. Guibinni. He testified that he conducted a grocery near the residence of Bradley at the time of the explosion and that Orchard, who was known as shavings of lead and wood on the floor.

INITIAL COMMERCIAL BANQUET OF THE SEASON

The Astoria Chamber Signalizes Its New Policy of Popular Contact With the People.

SIX SCORE OF GUESTS ENJOYED THE EVENT

Long Line of Interesting Addresses and Delightful Vocal Numbers Lend Zest to a Splendid Menu Splendidly Served at the Occident Hotel.

GENIAL TOM RICHARDSON WAS HAPPILY CONSPICUOUS

THE RANGE OF DISCUSSION LARGE, BUT RELIGIOUSLY PARTIAL TO ASTORIA, HER PEOPLE AND HER PROJECTS—THE DINNER SO GENUINE A SUCCESS AS TO WARRANT AND ENSURE ITS EARLY REPETITION.

One hundred and thirty gentlemen representing the commercial, financial, industrial, professional, and civic life of Astoria, sat down at the initial "Dollar Dinner" of the Astoria Chamber of Commerce, at the Hotel Occident last evening at 8:30 o'clock; and from that time until midnight struck, the thought and theme of the occasion was "Astoria." In some agreeable guise or other, the City-by-the-Sea, her status, her hopes, plans, prospects, and destiny were under constant and cheerful discussion.

The guests of the evening were genial Tom Richardson, the star boomer of Oregon; C. C. Chapman, of the Chapman Advertising Agency, of Portland; Col. Wm. H. Garland, of New York, now in the city on the paramount errand of the day; and James Casey, the clever representative of the Chicago, Milwaukee & St. Paul Railway; other notables had been listed and invited in this behalf, but, for good and sufficient causes of varying degrees of importance, were compelled, at the last moment, to decline the summons, friendly though it was. Among these were the Hon. Harvey Scott, of the Portland Oregonian; T. B. Wilcox, the well known capitalist and grain exporter of Portland; Col. J. V. White, commanding at Fort Stevens; H. C. Nutt, general manager of the Pacific division of the Northern Pacific Railway, and L. B. Seeley, general manager and vice-president of the Columbia River & Puget Sound Navigation Company, of Seattle.

The dining room of the famous old hostelry was tastefully decorated with ferns and evergreens and the service was excellent, as was the menu, to which especial and elaborate attention had been paid by Uncle Charley Wright and his staff of capable assistants. The dinner, from an epicurean standpoint, was a prime success; and as a vehicle for lively humor, wholesome suggestion, and practical expression, along business lines, was a genuine triumph.

G. C. Fulton, the well known attorney, presided as toastmaster, and dispensed the order of courtesy and assignment, with consummate ease and pleasurable spontaneity.

An octette of male voices furnished the musical features of the evening under the leadership of J. P. Ross; and in order that the event and its participants, might be fixed in the memories of all who may want to revert to it in the after-time, Frank Woodfield took a flashlight of the assemblage at the height of the dinner.

From beginning to end, in all its variations of entertainment and engaging interest, the occasion was hugely successful, and will serve admirably as a pretext for many a like affair under the same auspices.

The "talks" of the evening were all entirely apropos and contributed severally and en masse, to the realization of an evening happily and advantageously spent. The assignments in this relation were wisely made and met with clever response in every instance.

At the hour of 11, Mr. Fulton, in a well chosen and happily conceived speech, opened the "pow-wow" season of the night. He made a clever reference to the passing of the monetary flurry, trac-

ing its rise in the East and following its progress across the country and its development on this coast, and its expiring expression now apparent in Alaska; and during the presentment, he laid especial stress on the fact of the proven necessity of inter-communal trust and confidence in facing and bearing the burden it imposed everywhere on its flight; and showed that Oregon and Oregon communities were not one whit behind the rest of the country in standing pat for each other; and from this predicate said many clever things for Astoria and Portland and urged the maintenance of kindly and friendly equipoise between that city and this.

At the close of his remarks, Manager John H. Whyte, of the Astoria Chamber, at the suggestion of the chairman, read the following autograph letter of regret which had been received from Mr. T. B. Wilcox, of Portland, which was hailed with prolonged expressions of good will by the house:

"Portland, December 18, 1907.

"My Dear Mr. Whyte: I have just wired you of my inability to join you and your Astoria friends on Wednesday evening, assuring you that at some future meeting I shall be glad to join with you in eating and boosting.

"I dare say you will find me far more capable of the former than the latter, though, I always like to say my say about Oregon and the Northwest, at any time, with the same enthusiasm and for the same purpose as a good Methodist recites his experience at prayer meeting. Naturally, my greatest ambitions are for Portland, because that's my home, but I try to be broad enough to understand that if any part of the whole Northwest grows, every other part must have some benefit from it, though it devolves as much on one section or one city as another to help itself to greater population and growth, even if other cities derive an equal benefit.

"The Northwest of the future will not be entirely Puget Sound or Columbia River, nor entirely Portland or Seattle or Tacoma or Spokane or Astoria, but with the combined efforts of all these aspirants for municipal glory, there will be added to the beauties of the climate and natural scenery, such works of man, homes, factories, stores and warehouses as will make the Northwest and all parts of it, thrifty, prosperous and growing. I am exceedingly glad Astoria has taken up the work of populating her sphere of influence, and employed you to manage the work, now let her remember that only by combination of effort and resources can good be accomplished and that securing people and furnishing them with work to sustain themselves are equally important and bear in mind that population above Tongue Point, at Flavel, or even across the river in the State of Washington must advantage Astoria and her growth almost as much as that directly in the city.

"With best wishes for the success of your evening and the work you have undertaken,

"Believe me, sir, yours very truly,
"(Signed), THEO. B. WILCOX."

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